



PROSPECTUS #1042

BERNALILLO COUNTY
1% FOR PUBLIC ART PROGRAM

Announces a Competition
for the Selection of Works of Art
for Phase I of the Isleta Boulevard Reconstruction Project

NEW EXTENDED DEADLINE: January 31, 2003, 4:00 PM MST

OVERVIEW: For the past year, the Bernalillo County Arts Board has collaborated with community representatives, project engineers, and landscape architects to enhance the design of the new streetscape currently under construction on Isleta Boulevard, which is located in the South Valley of Bernalillo County. The enhancements will include artwork and other elements at 13 selected sites along the roadway. The sites consist of nine bus stops and four bus bays.

A major artwork element at each bus stop and each bus bay will be a vertical frame-like structure, referred to herein as a *framework*. A framework should be a decorative piece that will provide interior space for an *insert*. An insert could be a panel, cutout, or other form of artwork that may be created in a medium different from that of the framework and that must be attached to the framework. A total of 13 frameworks with attached inserts are needed. To provide a sense of continuity along the roadway, all of the frameworks, but not their inserts, must be identical.

Each bus bay will also include another artwork element consisting of seating structures. A total of five seating structures are needed for the four bus bays.

The Arts Board welcomes proposals from both individual artists and collaborative teams of artists. Given the requirements of this prospectus, a collaborative approach could broaden the opportunities for artists with different capabilities and talents to participate in the Isleta Boulevard Reconstruction Project.

PURPOSE: The purpose of this prospectus is to commission 13 frameworks with attached inserts and 5 seating structures. These artwork elements will be placed outdoors at the bus stops and bus bays along Isleta Boulevard (as noted above) from Bridge Blvd. to St. Anne Place SW, a distance of approximately one and one-half miles. The selected artist or team of artists will be required to coordinate installation and other necessary

aspects of design and fabrication to achieve well-designed and secure artwork components at the various bus stops and bus bays.

PROJECT AMOUNT: Up to \$115,000 is available for the design, fabrication, construction, delivery, installation, and any necessary engineering, foundations, and insurance for the 13 frameworks with attached inserts and for the 5 seating structures.

BACKGROUND: The South Valley of Bernalillo County is located southwest of Albuquerque, in an area that straddles both sides of the Rio Grande. The history of this area reflects the contributions of American Indian, Spanish, and Anglo-American cultures. For thousands of years, Indians roamed the area, and some eventually settled around the first century BC in multiroom villages called pueblos. Isleta Boulevard, the main transportation artery in the South Valley, is, in fact, named after Isleta Pueblo, which is located at the southern-most end of the roadway. The name Isleta means “little island.”

Isleta Boulevard has long played a vital role in the development of the South Valley. It began as an important route for Indians moving north and south along the Rio Grande and contributed to the spread of ranching and farming into New Mexico from further south. Pathways, irrigation systems of canals and small ditches (or acequias), and trade routes spurred from this primary travel route. Isleta was the trail used by Juan De Oñate to move north to Española and Santa Fe. This trail came to be called "El Camino Real de Tierra Adentro" or "The Royal Road of the Interior," and was eventually shortened to “El Camino Real.” By the beginning of the seventeenth century, Spanish colonials established villages that straddled El Camino Real.

Hundreds of years later, in the early age of the automobile, Isleta Boulevard became a part of New Mexico State Road 1, which was the first paved north-south highway in the state. In the 1920s small travel-related businesses opened to accommodate travelers’ needs as they drove across the United States. From 1926 to 1937, Isleta Boulevard was a part of the famed Route 66 which later “moved” to Central Avenue. At other times, the roadway has also been a part of U.S. 85 and N.M. 314.

Today, Isleta Boulevard retains remnants of its history despite increased residential and small business development and the traffic problems that have ensued from this growth. For example, on an average weekday in 1998, approximately 23,200 vehicles used the two-lane roadway. By 2020, weekday traffic is expected to increase to 26,500 vehicles. In 2002, public transportation riders on the Isleta Blvd. bus route #53 totaled over 142,000. The Isleta Boulevard Reconstruction Project will help to both alleviate the traffic congestion and protect the community's historical identity. The phase I improvements from Bridge Street to St. Anne Place will widen the street to three lanes (one driving lane in each direction with a center lane for left turns) and include additional widening at major intersections. An adjacent multi-use park and a plaza will also be constructed as part of the street improvements. Bicycle paths will be placed on both sides of the roadway. Sidewalks, landscaping, and public art elements will enhance the new bus bays and redesigned bus stops. Phase I is expected to be completed by July 2003. The

design for phase II will begin in late 2002. The landscaping theme for the roadway improvements incorporates the concept of a tree-lined, rural road.

STREETSCAPE DESIGN: This section provides a general description of the artwork and other elements that will be part of the new streetscape at the various bus stops and bus bays. Attachment 1 shows the locations of the bus stops and bus bays.

Each of the nine bus stops will have the following elements:

- A painted metal bench, Hunter Green in color. A photo is provided in Attachment 2.
- Textured, beige-colored concrete on the sidewalk surface.
- Landscaping including shade trees, native grasses, low shrubs, and perennial flowers.
- One framework with attached insert. The location for the piece will be marked by a 3-foot × 2-foot removable concrete section surrounded by an expansion joint in the sidewalk.

Attachment 3 presents a plan view of the configuration for the above-described elements. The symbol ① indicates the location of the painted metal bench, and ③ indicates the location for the framework.

Three of the four bus bays will have the following elements:

- A wood trellis structure, 20 feet long × 10 feet high × 6 feet deep. A sample photo of this structure is provided in Attachment 4. Attachment 4A is an elevation drawing of the trellis construction.
- Landscaping including low shrubs and vines placed at the ends of the trellis.
- One seating structure. The seating structure will be placed under the trellis structure, between the support posts at the rear of the structure. The front of the trellis structure is the side closest to the street. The seating structure location will be marked by a 7-foot × 4-foot removable concrete section surrounded by an expansion joint in the sidewalk.
- One framework with attached insert. Two locations for the piece at either end of the trellis structure are available, but only one location will be used. Each location will be marked by a 3-foot × 2-foot removable concrete section surrounded by an expansion joint in the sidewalk.

Attachment 5 presents a plan view of the configuration for the above-described elements at the three bus bays. The symbol ② indicates the location of the seating structure, and ③ indicates the two options for the framework locations.

The fourth bus bay located at the plaza will have the following elements:

- A wood trellis structure, 40 feet long × 10 feet high × 10 feet deep. A sample photo of this structure is provided in Attachment 4. Attachment 4A is an elevation drawing of the trellis construction.
- Landscaping including low shrubs and vines placed at the ends of the trellis.

- Two seating structures. These seating structure will be placed under the trellis structure, between the support posts at the rear of the structure. The front of the trellis structure is the side closest to the street.
- One framework with attached insert. Two locations for the piece at either end of the trellis structure are available, but only one location will be used. Each location will be marked by a 3-foot × 2-foot removable concrete section surrounded by an expansion joint in the sidewalk.

Attachment 6 presents a plan view of the configuration for the bus bays at the plaza. The symbol ② indicates the location of the seating structures, and ③ indicates the two options for the framework locations.

Please note that although the bus stops and bus bays have nearby street lighting, there are no electric or water utilities available for any artwork elements at these sites.

ARTWORK SPECIFICATIONS: Requirements for the frameworks, their inserts, and the seating structures are listed below.

A. Framework Requirements

1. The 13 frameworks must be identical.
2. Each framework must not exceed 3 feet in width and 8 feet in height. While the base of the framework is limited to a depth of 2 feet, the depth may be extended up to 6 inches on either or both sides (front or back) above grade. Depth is the measurement from front to back, not to be confused with thickness.
3. Each framework must be securely mounted on a foundation. This foundation will replace the removable concrete section in the sidewalk at the particular bus stop or bus bay. The thickness of the foundation must be adequate for the weight and height.
4. Each framework must allow for no less than 10 square feet of interior space (in any shape) for the insert.
5. Each framework must be able to hold 200 pounds, the maximum weight of the insert.
6. The media type for the frameworks is open.
7. As the frameworks will be vulnerable to inclement weather and highly accessible to pedestrian traffic, the frameworks must be durable, permanent, low maintenance, able to withstand harsh climate changes, and have no hazardous protrusions.
8. The frameworks should complement other elements, such as the metal benches at the bus stops and the trellis structure at the bus bays.

B. Insert Requirements

1. The inserts to be placed inside the 13 frameworks can be different from each other, but each insert should complement other elements at the particular bus stop or bus bay.
2. Each insert must be equal to or greater than 10 square feet in area, in dimensions that are compatible with the framework design.

3. Each insert cannot weigh more than 200 pounds.
4. The inserts must be designed so that they can be securely attached to the frameworks; however, moving components are acceptable as long as these components cannot be easily removed and do not require extreme maintenance.
5. The inserts must be made of a medium that is durable to outdoor conditions and that is resistant to graffiti and vandalism.
6. Insert components that protrude past the framework must not extend more than 6 inches on any side and must not have sharp edges.
7. The inserts must be securely attached to the frameworks.

C. Seating Requirements

1. The base of each seating structure must not exceed 6 feet wide × 2 feet deep. The primary seating surface must be 17 inches tall from grade. Depth is the measurement from front to back, not to be confused with thickness.
2. The seating structures may be fabricated from any range of durable outdoor materials provided that such materials are conducive to being sat upon in various temperatures and weather conditions.
3. The seating structures should complement other elements at the bus bays.
4. Each seating structure must be securely mounted on a foundation. This foundation will replace the removable concrete section in the sidewalk at the particular bus bay. The thickness of the foundation must be adequate for the height and weight of the seating structure. The seating structures must be permanently installed and resistant to graffiti and vandalism, especially that caused by radical skateboarding.
5. The seating structures must meet all applicable requirements of the Americans with Disabilities Act (ADA).

IMPORTANT: All required foundation design, structural engineering or foundation construction services, and removal of the existing concrete expansion joint sections for the frameworks and seating structures will be the responsibility of the selected artist or team of artists.

CONSIDERATIONS: Artists are urged to consider the historical background of Isleta Boulevard. Artwork concepts should reflect sensitivity to the area's cultural history. In addition, the artwork must be compatible with the surrounding environment, including the architectural styles of residences and businesses, the landscape, and the design of the trellis structures at the bus bays. The Arts Board encourages artists to visit the area to understand the impact the roadway improvements will have on the community. Caution and safety must be exercised when visiting, however, because phase I of the reconstruction project is under way. *Note that phase II of the reconstruction project, Arenal to Rio Bravo, presents an opportunity for continuing the streetscape described in this prospectus. However, the scope and level of funding for phase II has not been determined.*

As part of developing this prospectus, the Arts Board solicited assistance from the landscape architect involved in the Isleta Boulevard Reconstruction Project. One of the conceptual, schematic illustrations produced for a bus-stop site is provided in Attachment 7. This attachment is provided to give potential respondents an idea of one type of framework concept that members of the Arts Board found acceptable. *Artists responding to this prospectus are in no way limited by this particular example.*

PROPOSAL REQUIREMENTS: Proposal packages must be sealed and received in the Bernalillo County Finance Office by 4:00 p.m. (local time) at One Civic Plaza NW, 10th Floor, Room 10045, Albuquerque, NM 87102 on January 31, 2003. Please mark your package “1% for Public Art Program, Isleta Blvd. Artworks Submission”. Late submissions will not be accepted. The County is not responsible if submissions are not received in the Finance Office by the deadline. The only acceptable evidence to establish the time of receipt of submissions *in the Finance Office* is the time-date stamp on the proposal package or other documentary evidence of receipt maintained by the Finance Office.

A proposal package consists of the following items: a letter of intent, drawings, optional supplemental drawing information, slides and slide key, a budget, artist resumes, and a return envelope. Following is a description of the requirements for each of these components, including page-size and page-length limits. Note that for most components the information should be presented on 8 ½- by-11-inch pages.

1. **Letter of Intent.** This letter should describe the artwork concepts for meeting the requirements of this prospectus, the proposed media for the three artwork elements (frameworks, inserts, and seating structures), and the basic plan for implementing the project. The letter should also give the names and addresses of all artists participating in the proposed project and the roles that these artists will play. The letter should not exceed four 8 ½- by-11-inch pages.
2. **Drawings.** From one to three preliminary drawings, sketches, or photographic images of each of the artwork elements (frameworks, inserts, and seating structures) should be provided. Artists are encouraged to provide multiple views of the proposed artworks to demonstrate the streetscape approach. The page size for any drawing should not exceed 11 by 17 inches.
3. **Optional Supplemental Drawing Information.** One additional 8 ½- by-11-inch page of supplemental photos, textures, or color samples may be included for each of the artwork elements. Each item must be securely mounted to the page.
4. **Slides and Slide Key.** From 1 to 30 slides can be submitted. The slides should include examples of recent artworks that are comparable to those requested in this prospectus. Each slide should be numbered and should include the artist's name. The slides should be accompanied by a numbered slide key that provides the size, media, and location of the artworks. The slide key should not exceed three 8 ½- by-11-inch pages.
5. **Budget.** The budget for the project must be itemized and must specify the costs of design, fabrication, installation, and other related items such as insurance, structural

or engineering services, and foundation work. The budget should not exceed two 8 ½-by-11-inch pages.

6. **Artist Resumes.** A current resume must be provided for each artist participating in the proposed project. The resume should include statements or references regarding one's artwork and education, and may include other information such as copies of published magazine or newspaper articles, letters of recommendation, etc. Each resume should not exceed four 8 ½-by-11-inch pages.
7. **Return Envelope.** The return envelope should be large enough to accommodate all of the materials submitted in the proposal package.

QUESTIONS? Call the Bernalillo County Public Art Program Manager, Sherri Olsen, at (505) 768-4257 or e-mail ssolsen@bernco.gov. A brief history pamphlet on Isleta Blvd is included as Attachment 8 for further reading. A complete description of the project, maps and more construction background information can be viewed at http://www.bernco.gov/departments/technical_services/Isleta/isleta_presentation1.htm.

NOTE: If you do not have access to the Internet, a hard copy of the web page information can be requested by calling Sherri Olsen.

DEADLINE: Friday, January 31, 2003 by 4:00 p.m. Mountain Standard Time.

ATTACHMENTS:

- Attachment 1: Map of Bus Stops and Bus Bays in Phase I of the Isleta Boulevard Reconstruction Project
- Attachment 2: Photo of Bus-Stop Bench ①
- Attachment 3: Plan View of Bus Stop
- Attachment 4: Photo of Sample Trellis Structure
- Attachment 4A: Elevation View of Trellis Structure Construction
- Attachment 5: Plan View of Three Bus Bays
- Attachment 6: Plan View of Bus Bay at Plaza
- Attachment 7 Sample Bus-Stop Configuration for Reference, Conceptual Only!
- Attachment 8: Pamphlet of South Valley History

The mailing address below may be removed and used as a label for the sealed proposal.

Must be delivered by 4:00 p.m., Friday, January 31, 2003 to:

**Bernalillo County Finance Office
Room 10045, 10th Floor
One Civic Plaza, NW
Albuquerque, NM 87102**

Attn: 1% for Public Art Program, Isleta Blvd. Artwork Proposal